

SECTION 12.0
INVENTORY OF MITIGATION MEASURES

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This section provides a complete inventory of the mitigation measures developed in response to the findings of the impacts analysis in Section 6.0 (Resource Specific Analysis). These mitigation measures will form the basis for the Mitigation Monitoring and Reporting Program (MMRP) for the Scholl Canyon Landfill Expansion (proposed project). The City of Glendale is the Lead Agency for the proposed project pursuant to CEQA. In accordance with the Scholl Canyon Landfill (SCLF) Joint Powers Agreement (JPA), the Sanitation Districts of Los Angeles County (Sanitation Districts) are responsible for the implementation of the MMRP.

12.1 MITIGATION MEASURES FOR AESTHETICS

12.1.1 Variation 1

AS-1 All lighting associated with the landfill shall be non-intrusive to adjacent and surrounding land uses.

12.1.2 Variation 2

AS-1 All lighting associated with the landfill shall be non-intrusive to adjacent and surrounding land uses.

12.2 MITIGATION MEASURES FOR AIR QUALITY

12.2.1 Variation 1

AQ-1 Cover customer haul roads to the working deck¹ with asphalt, crushed asphalt or equivalent material.

AQ-2 Limit vehicle speeds to 15 mph on unpaved roads and 25 mph on paved roads.

AQ-3 Require all trucks hauling material that have the potential to create dust, such as soil and certain building demolition materials, to be covered.

AQ-4 Provide and maintain rumble strips to minimize soil carry-out.

AQ-5 Where practicable, limit the areas of excavation, grading, and other construction activity at any one time.

AQ-6 Stabilize materials that have high potential to create dust, such as large piles of soil by applying sufficient water prior to and after handling.

AQ-7 Apply additional dust control measures during strong wind events.

AQ-8 Post a sign at the site entrance with a phone number that the public can call for information and to log a complaint. Provide a system to respond to such calls including logging of all complaints.

¹ The working deck is the deck or lift containing the working face where refuse is currently being unloaded and landfilled.

- AQ-9 Where practicable, co-locate green waste grinding and soil import operations near to the working face to minimize haul distances and operating time for heavy equipment.
- AQ-10 To the extent practicable, minimize use of on site diesel equipment, particularly unnecessary idling.
- AQ-11 All construction equipment will be properly maintained and the engines tuned to the engine manufacturer's specifications.
- AQ-12 Prohibit construction equipment from idling longer than 5 minutes by posting signs within construction equipment operator compartments and providing awareness training to operators regarding idling limits.
- AQ-13 Use on site electricity rather than temporary power generators in portions of the facility where electricity is available.

12.2.2 Variation 2

- AQ-1 Cover customer haul roads to the working deck² with asphalt, crushed asphalt or equivalent material.
- AQ-2 Limit vehicle speeds to 15 mph on unpaved roads and 25 mph on paved roads.
- AQ-3 Require all trucks hauling material that have the potential to create dust, such as soil and certain building demolition materials, to be covered.
- AQ-4 Provide and maintain rumble strips to minimize soil carry-out.
- AQ-5 Where practicable, limit the areas of excavation, grading, and other construction activity at any one time.
- AQ-6 Stabilize materials that have high potential to create dust, such as large piles of soil by applying sufficient water prior to and after handling.
- AQ-7 Apply additional dust control measures during strong wind events.
- AQ-8 Post a sign at the site entrance with a phone number that the public can call for information and to log a complaint. Provide a system to respond to such calls including logging of all complaints.
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- AQ-12 Prohibit construction equipment from idling longer than 5 minutes by posting signs within construction equipment operator compartments and providing awareness training to operators regarding idling limits.

² The working deck is the deck or lift containing the working face where refuse is currently being unloaded and landfilled.

AQ-13 Use on site electricity rather than temporary power generators in portions of the facility where electricity is available.

12.3 MITIGATION MEASURES FOR BIOLOGICAL RESOURCES

12.3.1 Variation 1

No mitigation measures are required.

12.3.2 Variation 2

BR-1 If disturbance of previously undisturbed vegetation in the horizontal expansion cut area cannot be avoided during the breeding bird season (generally March 1 through August 1), the Sanitation Districts will conduct pre-construction breeding-bird surveys of the area to be disturbed including a 300-foot buffer around the area to be disturbed. The surveys shall be completed by a qualified biologist. For disturbance outside of nesting season, such surveys are not required. If no nesting birds are observed, the land disturbance may commence. If an active nest is located, the nest shall be marked a minimum of 100 feet (for non-raptors, 300 feet for raptors) in all directions and this area shall not be disturbed until after July 31 or until the nest becomes inactive. Buffers less than those proposed here are subject to CDFW approval in consultation with the project biologist. If a threatened or endangered species is located within the survey area, the Sanitation Districts will consult with USFWS and/or CDFW on appropriate actions.

12.4 MITIGATION MEASURES FOR CULTURAL RESOURCES

12.4.1 Variation 1

No mitigation measures are required.

12.4.2 Variation 2

CR-1 In the event that archaeological resources are found during clearing or excavation within the native areas, such activity shall cease and the Sanitation Districts shall consult a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, the Sanitation Districts and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

CR-2 In the event that human remains are found, in accordance with Section 7050.5 of the California Health and Safety Code, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall make such a determination within two working days of notification of the discovery. The County Coroner shall be notified within 24 hours of the discovery. If the County Coroner determines that the remains are or are believed to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with Section 5097.98 of the California Public Resources Code, the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being

granted access to the site. The designated Native American representative would then determine, in consultation with the County Construction Engineer, the treatment and disposition of the human remains.

12.5 MITIGATION MEASURES FOR GEOLOGY, SOILS AND HYDROGEOLOGY

12.5.1 Variation 1

No mitigation measures are required.

12.5.2 Variation 2

G-1 Prior to construction of the landfill liner as part of Variation 2, soft, yielding material will be replaced with compacted, proof-rolled fill. Any fill placed beneath sections of the landfill to be lined should be compacted to 90% relative compaction per ASTM D 1557.

G-2 Stockpiled soils shall be excavated down to competent native material before liner construction.

G-3 During excavation of the cut slopes as part of Variation 2, a certified engineering geologist shall perform in-grading observation and mapping of the cut slope excavation to ensure that any potential adversely-oriented discontinuities, or other potential stability issues, are identified and mitigated, if necessary.

G-4 To prevent erosion or excessive groundwater infiltration, brow drains, or other methods, shall be installed to prevent concentrated flows onto newly cut slopes.

12.6 MITIGATION MEASURES FOR GREENHOUSE GAS EMISSIONS

12.6.1 Variation 1

No mitigation measures are required.

12.6.2 Variation 2

No mitigation measures are required.

12.7 MITIGATION MEASURES FOR HAZARDS AND HAZARDOUS MATERIALS

12.7.1 Variation 1

No mitigation measures are required.

12.7.2 Variation 2

No mitigation measures are required.

12.8 MITIGATION MEASURES FOR SURFACE WATER HYDROLOGY**12.8.1 Variation 1**

No mitigation measures are required.

12.8.2 Variation 2

No mitigation measures are required.

12.9 MITIGATION MEASURES FOR WATER QUALITY**12.9.1 Variation 1**

No mitigation measures are required.

12.9.2 Variation 2

No mitigation measures are required.

12.10 MITIGATION MEASURES FOR NOISE**12.10.1 Variation 1**

N-1 When the landfill tonnage reaches 2,600 TPD, the Sanitation Districts shall conduct an acoustical analysis to determine the noise exposure level along Scholl Canyon Road, between SR-134 and the Eagle Rock Substation at residential locations west of Scholl Canyon Road to determine if, and where, the outdoor noise standard of 65 dBA CNEL is being exceeded. The locations considered should, at a minimum, be the residences within 129 feet of the centerline at Scholl Canyon Road. At that time, a site-specific acoustical analysis will be prepared to identify impacted areas, determine the source of the impact, and provide mitigation for those impacts associated with the proposed project, as necessary. The mitigation may take the form of noise barriers, structural upgrades, traffic controls or similar measures. The noise reduction recommendations will be coordinated with the City of Glendale.

12.10.2 Variation 2

N-1 When the landfill tonnage reaches 2,600 TPD, the Sanitation Districts shall conduct an acoustical analysis to determine the noise exposure level along Scholl Canyon Road, between SR-134 and the Eagle Rock Substation at residential locations west of Scholl Canyon Road to determine if, and where, the outdoor noise standard of 65 dBA CNEL is being exceeded. The locations considered should, at a minimum, be the residences within 129 feet of the centerline at Scholl Canyon Road. At that time, a site-specific acoustical analysis will be prepared to identify impacted areas, determine the source of the impact, and provide mitigation for those impacts associated with the proposed project, as necessary. The mitigation may take the form of noise barriers, structural upgrades, traffic controls or similar measures. The noise reduction recommendations will be coordinated with the City of Glendale.

12.11 MITIGATION MEASURES FOR TRANSPORTATION AND TRAFFIC

12.11.1 Variation 1

T-1 Figueroa Street at SR 134 westbound ramps. To mitigate the impacts associated with implementation of Variation 1 under the 2020 interim and 2034 horizon years, the following improvements would be needed, pursuant to Caltrans approval: stripe one southbound left-turn lane, signalize the intersection, provide a protected southbound left-turn phase, and provide protected northbound right-turn phase that is overlapped with the westbound approach phase.

Assuming existing operations continue through 2020 and 2034 (resulting in a net increase of project trips above existing), the Sanitation Districts would be responsible for its fair-share contribution of 63 percent towards construction costs associated with those improvements.

T-2 Figueroa Street at SR 134 eastbound ramps. To mitigate the impacts associated with implementation of Variation 1 under the 2020 and 2034 horizon years, the following improvements would be needed, pursuant to Caltrans approval: in the northbound approach, restripe the existing painted median to provide an additional northbound through lane and convert the existing northbound shared-through right-turn lane into an exclusive right-turn only lane, resulting in two northbound through lanes and an exclusive right-turn lane. The existing painted median would be shifted approximately 9 feet west of its current alignment. In order to minimize the offset of the northbound receiving lanes, the entire southbound approach would need to be shifted approximately 10 feet to the west. Adequate width is provided on the southbound approach such that a southbound left and two southbound through lanes can be maintained with the 10 foot westward shift. The two southbound through lanes would merge into one southbound through past the SR-134 EB Ramps, similar to the current configuration.

Assuming existing operations continue through 2020 and 2034 (resulting in a net increase of project trips above existing), the Sanitation Districts would be responsible for its fair-share contribution of 55 and 52 percent, respectively, towards construction costs associated with those improvements.

12.11.2 Variation 2

T-3 Figueroa Street at SR 134 westbound ramps. To mitigate the impacts associated with implementation of Variation 2 under the 2020 interim and 2040 horizon years, the following improvements would be needed, pursuant to Caltrans approval: stripe one southbound left-turn lane, signalize the intersection, provide a protected southbound left-turn phase, and provide protected northbound right-turn phase that is overlapped with the westbound approach phase.

Assuming existing operations continue through 2020 and 2040 (resulting in a net increase of project trips above existing), the Sanitation Districts would be responsible for its fair-share contribution of 63 and 62 percent, respectively, towards construction costs associated with those improvements.

T-4 Figueroa Street at SR 134 eastbound ramps. To mitigate the impacts associated with implementation of Variation 2 under the 2020 and 2040 horizon years, the following improvements would be needed, pursuant to Caltrans approval: in the northbound approach, restripe the existing painted median to provide an additional northbound through lane and convert the existing northbound shared-through right-turn lane into an exclusive right-turn only lane,

resulting in two northbound through lanes and an exclusive right-turn lane. The existing painted median would be shifted approximately 9 feet west of its current alignment. In order to minimize the offset of the northbound receiving lanes, the entire southbound approach would need to be shifted approximately 10 feet to the west. Adequate width is provided on the southbound approach such that a southbound left and two southbound through lanes can be maintained with the 10 foot westward shift. The two southbound through lanes would merge into one southbound through past the SR-134 EB Ramps, similar to the current configuration.

Assuming existing operations continue through 2020 and 2040 (resulting in a net increase of project trips above existing), the Sanitation Districts would be responsible for its fair-share contribution of 55 and 50 percent, respectively, towards construction costs associated with those improvements.